

7. CAPITAL IMPROVEMENT PROGRAM ELEMENT

7.A LEGAL REQUIREMENTS

California Government Code Section 65089 (b) (5) states the requirements for the capital improvement program (CIP):

"The program shall contain...a seven year capital improvement program, developed using the performance measures described in (the performance measures element) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4). The program shall conform to transportation-related vehicle emissions air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given to maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities."

Programming of certain federal transportation funds is also linked to the congestion management program by Section 65089.2(c):

"(1) The regional agency shall not program any surface transportation funds and congestion mitigation and air quality funds pursuant to Section 182.6 and 192.7 of the Streets and Highways Code in a county

unless a congestion management program has been adopted by December 31, 1992, as required pursuant to Section 65089. No surface transportation program funds or congestion mitigation and air quality funds shall be programmed for a project in a local jurisdiction that has been found to be in nonconformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance."

7.B IMPLICATIONS OF CONGESTION MANAGEMENT PROGRAM CIP DEVELOPMENT AND RELATIONSHIP TO OTHER PLANS

The CIP of the CMP assembles in one document information on all the transportation-related improvements anticipated for the multimodal CMP system, regardless of funding source. Inclusion of projects in the CIP is intended to help coordinate improvements across jurisdictional boundaries, as well as to initiate the process of forwarding projects to the Regional Transportation Improvement Program (RTIP), which provides access to State and federal funding sources.

Thus, there are two components to the CIP: one which provides access to State and federal transportation funding through the RTIP process, and the other which includes a much broader spectrum of projects and funding sources for informational purposes, and in support of the air quality conformity determination for the RTIP. The latter is a compilation of CMP-related projects from the CIPs of individual local jurisdictions. Over time, these projects may be identified through the Land Use/Transportation Analysis Program (i.e.,

mitigating actions in TIA Reports), and deficiency plans. Projects funded by both public and private sources are shown.

The CMP is incorporated into the regional transportation plan action element. Therefore, potential RTIP projects contained within the CIP must be consistent with the assumptions, goals, policies, actions, and projects identified in the regional transportation plan. SCAG must review the CIP to avoid inconsistencies.

The CIP represents the county's input to the RTIP. Projects to be included in the RTIP must first be included in the CMP CIP. However, it is important to note that SCAG is responsible for assembling the RTIP, and that the RTIP is a funding constrained document. Therefore, projects included in the CMP CIP must be limited to those for which funding is found to be reasonably available.

SCAG must exercise selectivity in projects to be funded through the RTIP and will need to refer to the project prioritization information provided by the County Transportation Commission, the CMA, local jurisdictions, air districts, and Caltrans. However, all projects contained in the RTIP, including those which are to be funded locally, are included in the air quality conformity determination for the RTIP.

The merging of the CMP CIP into the RTIP is facilitated by formatting the CIP in the same manner as the RTIP. The development of the CMP (including the CIP) is timed to meet the biennial December 1 deadline for submittal of the RTIP to the California Transportation Commission. In years when an RTIP is not prepared, CIP projects may be reviewed and re-ranked if necessary.

The RTIP must conform with the State Implementation Plan (SIP), which is the State's Plan, subject to federal approval, that specifies the measures to be taken within each of the State's Air Quality Districts to attain federal air quality standards. For the CMP CIP to be adopted into the

regional transportation plan, it must also conform to the SIP. Within both the South Coast and Southeast Desert air basins, the most recently approved federal SIPs date to 1999, and 1994 respectively. Until new SIPs receive federal approval, air district and State-approved air quality plans (the most recent were adopted in 1997) provide interim guidance. Projects in the CMP CIP must be consistent with acceptable strategies or improvement types provided by the SCAQMD or the MDAQMD. Projects that are not consistent with the acceptable strategies must obtain approval from the appropriate air district to be included in the CIP.

7.C OBJECTIVES, POLICIES, AND ACTIONS

Objective 7.1 Implementation - Provide a framework for the funding and implementation of improvements that will maintain or improve regional mobility and meet federal, State, and regional air quality requirements.

Policy 7.1.1 - Incorporate projects into the CIP based on use of the performance measures described in the performance measures element of the CMP, to select effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods

Action Within the Comprehensive Transportation Plan (CTP), and other CMP elements, use measures from the performance measures element to select and prioritize projects or strategies for inclusion in the CMP CIP which best meet the objectives of the CTP and Regional Transportation Plan.

RESPONSIBILITY: The CMA, local jurisdictions, and Caltrans.

Policy 7.1.2 - Provide information in the CIP on project location, type, funding, implementation responsibility, and justification, consistent with the format of the RTIP.

Action Prepare the CIP in accordance with Government Code section 65089 (b) (5) and the guidelines established in this chapter.

RESPONSIBILITY: The CMA, in cooperation with local jurisdictions and Caltrans.

Policy 7.1.3 - Develop the CIP in conformance with transportation-related air quality mitigation measures.

Action Prepare the CIP in accordance with Government Code section 65089 (b) (5), the State Implementation Plan, and the respective air quality management plans, and guidelines established in this chapter.

RESPONSIBILITY: The CMA, in cooperation with local jurisdictions, the regional agency, Caltrans, and air quality districts.

7.D PROCESS OF CIP DEVELOPMENT

The process for developing the CMP CIP is as follows:

- Local governments and the County Transportation Commission identify projects or other transportation programs through local planning processes, the CTP, and other CMP elements. Capital projects to be implemented in accordance with the CTP, deficiency plans, or TIA reports must be included in the CIP. Projects to be included in the CIP should be submitted in a format

that can be directly integrated into the CIP document and the RTIP. A sample page is shown in Figure 7-1. The full CIP is presented in Appendix E. It is preferable that agencies submit their lists as edited versions of the prior year's CMP CIP. Agencies should submit projects within their own CIPs that are on the CMP system or that may have an effect on traffic flow on the CMP system. Projects may include capacity increasing projects, traffic operational improvement projects, and demand reducing projects. Any funding for transportation control measure implementation must also be included in the CIP for inclusion in the RTIP to support the air quality conformity determination. Because the RTIP is required to be financially constrained, all funding sources must be identified. Projects using only local funding need not be prioritized. The CMP CIP submittal should also indicate how the need for the project was identified in relation to other elements of the CMP, including the performance measures cited in the performance measures element of the CMP. For example, if a CIP project was developed based on a TIA Report or a deficiency plan, this relationship and the basis for prioritization should be identified.

- Transit providers should identify their projects that are necessary to maintain or improve multimodal system performance, and the basis for prioritization. These projects may need to be coordinated with the local governments.
- Within the South Coast Air Quality Management District, the transportation control measures contained in the State-approved SIP and air quality management plan must be incorporated in the CMP CIP. Within the Southeast Desert Air Basin, any TCM's identified within the Air Quality Management Plan to be funded through the

RTIP must be included in the CMP CIP. The CMA will coordinate CIP development with SCAG, the SCAQMD, and the MDAQMD.

- The CMA will compile the projects submitted for the CIP, and will evaluate projects submitted for nonlocal funding, based on the data submitted by the agencies.
- The CMA will provide an early draft of the CIP to SCAG to smooth the incorporation of the CIP into the RTIP. SCAG will review the CIP and incorporate it into the RTIP.
- Because the CMP system includes State highways, Caltrans should be consulted during CIP formulation. Caltrans has specific project and cost information for State highway projects needed for CIP preparation. The CMA will work closely with Caltrans and other agencies to ensure that Project Study Reports (PSR's), TIA reports, and deficiency plans are adequately prepared. PSR's are required to be prepared before State highway projects are programmed into the State Transportation Improvement Program.

7.F SUMMARY OF RESPONSIBILITIES

CMA Responsibilities

- Work with local jurisdictions, Caltrans, transit agencies, and the air districts to identify and select CIP projects based on the objectives of the CTP and performance measures identified within the CMP.
- Develop project priorities for nonlocally funded projects based on the CTP objectives, CMP performance measures, and additional information submitted by

local jurisdictions, Caltrans, and transit agencies.

Local Jurisdiction Responsibilities

- Based on the CTP and CMP performance measures, work with the CMA, Caltrans, transit agencies, and the air districts to identify CIP projects.
- Submit CIP project proposals to the CMA.

Caltrans Responsibilities

- Based on the CTP and CMP performance measures, work with the CMA, local jurisdictions, transit agencies, and the air districts to identify CIP projects.
- Submit CIP project proposals to the CMA.

Transit Agency Responsibilities

- Based on the CTP and CMP performance measures, work with the CMA, local jurisdictions, Caltrans, and the air districts to identify CIP projects.
- Submit CIP project proposals and supporting data to the CMA.

SCAQMD and MDAQMD Responsibilities

- Maintain a list of improvement types that satisfy air quality requirements.
- Review proposed CIP projects for consistency with air quality requirements and ensure consistency with State and federal law.

SANBAG RTIP Project Submittal Form
Roadway Improvement Projects

Purpose	Agencies implementing projects that require inclusion into the Regional Transportation Improvement Program/Federal Transportation Improvement Program (RTIP/FTIP).
Project Types	The agency's project is required to be in the RTIP/FTIP if it meets one or more of the following: (1) The project is on the State Highway System regardless of funding type. (2) The project is federally funded. (3) The project is a regionally significant locally funded project. Or, (4) the local project requires any form of federal approval.
Exception	Do not complete this form if your project is part a specific Caltrans Local Programs lump sum (e.g. HES, HBRR, etc.) Caltrans will provide SANBAG the information to submit for their lump sum projects.
Steps	<ol style="list-style-type: none"> <u>New and Amended Projects must complete Items 1-8 and attach a map of proposed project (preferably Thomas Bros.):</u> Deleted/Completed projects fill out sections 1-5. Deleted Projects need explanation for project deletion. Attach a project map that shows the project location and basic project details. Return this form and project map to SANBAG via fax or mail, <u>attention Lisa Poe</u>. New project submissions or project amendments may be submitted any time to SANBAG. However, SANBAG can only be submit projects to SCAG for RTIP inclusion when the appropriate amendment cycle occurs. : (909) 388-2002

Section A: Project Title and Lead Agency Information

PROPOSED PROJECT: Add/Amend/Delete/Complete (Please circle) RTIP No.:		Date Submitted:	
		Contact Person:	
		Phone No.	
1.	Project Lead Agency:		
2.	Project Title:		
3a.	<u>Project Limits:</u> (Describe cross streets and distance of project. If project is segmented, list all segments with applicable cross streets and their distances):		
3b.	Route and PM/KP for All State Highway Projects: (Provide route and post mile or kilo post mile of improved project – list “From” and “To” limits)		
	Route	PM/KP From	PM/KP To

Section B: Project Description

4.	Briefly describe the existing project and proposed improvements (Note: This section provides a general description of the project. (If adding lanes, list how many lanes exist and how many lanes to be added (i.e. Widen from 2-4 lanes – meaning 1 lane in each direction to 2 lanes in each direction) If project includes left turn lanes, or any additional improvements, please specify. <i>(If project is being deleted – please include reason why project is being deleted in this section)</i>

Section C: Project Completion Date and Environmental Document/Date

5.	What is the Estimated Project Completion Date:		
6.	Environmental Document Type: Select one of the following: <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> CE: Categorically Exempt DCE: Draft Categorically Exempt DEIR: Draft Environmental Impact Report DEIS: Draft Environmental Impact Statement DND: Draft Negative Declaration </td> <td style="width: 50%; vertical-align: top;"> FEIR: Final Environmental Impact Report FEIS: Final Environmental Impact Statement FONSI: Finding of No Significant Impact ND: Negative Declaration SE: Statutory Exempt </td> </tr> </table>	CE: Categorically Exempt DCE: Draft Categorically Exempt DEIR: Draft Environmental Impact Report DEIS: Draft Environmental Impact Statement DND: Draft Negative Declaration	FEIR: Final Environmental Impact Report FEIS: Final Environmental Impact Statement FONSI: Finding of No Significant Impact ND: Negative Declaration SE: Statutory Exempt
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7.	Environmental Document Date: (Do not leave this item blank)		

Section D: Project Funding Information

Amounts in (1000s of dollars)

	Fund Type (i.e. CMAQ)	Year	Eng. Cost	R/W Cost	Cons. Cost	Fund Total
8.		2001/2002				
		2002/2003				
		2003/2004				
		2004/2005				
		2005/2006				
		2006/2007				
		2007/2008				
		Fund Totals:				
	Fund Type (i.e. STPL)	2001/2002				
		2002/2003				
		2003/2004				
		2004/2005				
		2005/2006				
		2006/2007				
		2007/2008				
		Fund Totals:				
	Fund Type (i.e. Meas. I)	2001/2002				
		2002/2003				
		2003/2004				
		2004/2005				
		2005/2006				
		2006/2007				
		2007/2008				
		Fund Totals:				
Project Totals:						

Authorized Signature of Submitted Project Request: _____

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